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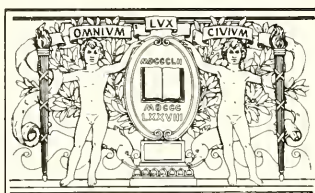
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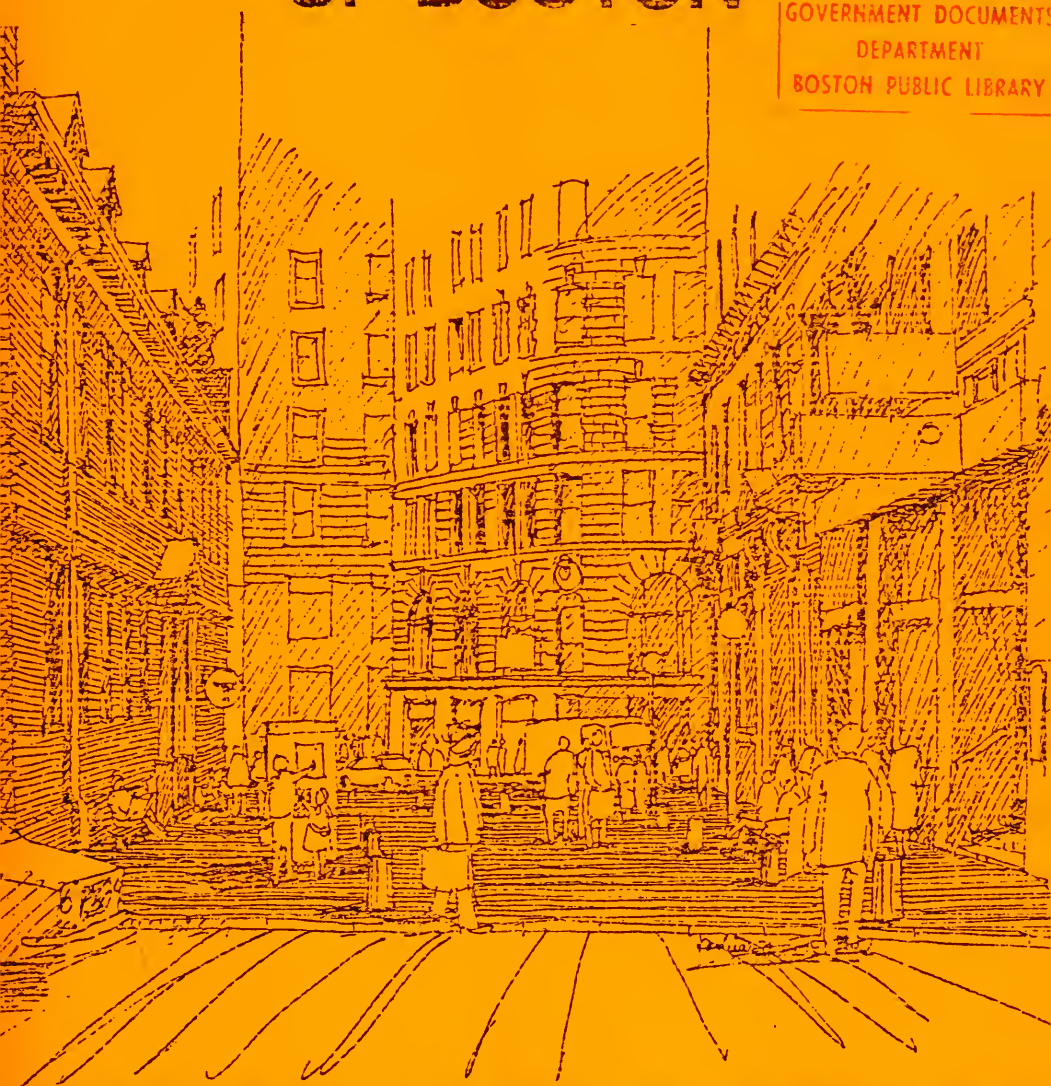


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AUTO RESTRICTED ZONE POTENTIAL IN THE CITY OF BOSTON

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AUTO RESTRICTED ZONE/MULTI USER VEHICLE SYSTEM STUDY

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AUTO RESTRICTED ZONE POTENTIAL
IN THE
CITY OF BOSTON

Prepared By

THE BOSTON REDEVELOPMENT AUTHORITY

OCTOBER 1975

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AUTO RESTRICTED ZONE POTENTIAL
IN THE CITY OF BOSTON

I. Introduction

The Auto Restricted Zone/Multi User Vehicle System Study Team has requested a status report and summary of information in the City of Boston which is relevant to the study objectives. This submission is prepared in response to the Auto Restricted Zone aspects of the study with the hope that Boston may eventually be chosen for a demonstration project.

An Auto Restricted Zone in central Boston would further long-standing City objectives of enhancing the pedestrian environment, discouraging auto use and parking on narrow and often over-burdened City streets, routing auto traffic around rather than through the regional core and encouraging use of public transportation for commuter and shopping trips.

In light of these objectives, the optimal location for an ARZ demonstration project in Boston's central Business District. Boston's well developed, grade separated rail transit system, with the capacity to move CBD-destined persons underground, greatly reinforces the ability of the downtown to eliminate auto trips through the core. Here, policies and management techniques to reduce auto use - a parking freeze, an on-street parking ban, a carpool program - are already in effect. Current planning has recommended a physical restriction of autos within the CBD as a means of translating these policies into urban form.

The area suggested for an ARZ demonstration is in the heart of Boston's downtown, bounded by Tremont Street, Bromfield-Franklin Streets, Chauncy-Arch Streets, and West-Bedford Streets. The area includes Boston's "100%" retail corner at Washington and Summer Streets, and a major section of Washington Street, the principal retail spine. The center of much attention in recent months, the area is included within the proposed Tremont Special Zoning District and is adjacent to the proposed Lafayette Place development site. In terms of ARZ feasibility, the area contains no parking garages and only 20 off-street surface parking spaces; it includes two major transit stations where three of the four rapid transit lines intersect.

In response to your request for indicators of City structure and functional activity patterns, we have included a package of materials, described in Appendix A, for your consideration. A history of Boston involvement in ARZ and related environmental planning and a description of the framework for ARZ implementation today follows in the text.

II. Local Interest In and Past History of Planning Oriented to Auto Restriction and Pedestrianization

The concept of the ARZ is, of course, not new to the Boston metropolitan region where no new major highway construction has taken place since 1970, or to the Boston downtown where commercial parking has been "frozen" since 1972. While automobile traffic in Boston has grown by 60% during the last twenty years, city policy, bolstered by State and Federal policy regulations, dictates that auto usage must be further curtailed in the future, and the public transportation system improved to the point where it can bear a larger burden of overall travel demand.

A. Community and Governmental Attitudes Toward Restriction of Auto Traffic and Pedestrianization

Initiated in 1960, Boston's urban renewal process provided the first major impetus for auto restriction and pedestrian zones. Primary examples are:

1. The Government Center Urban Renewal Plan, which led to the creation of a 60 acre auto-free zone, including City Hall Plaza and Pemberton Square. Washington Street was closed to traffic north of State Street.
2. The Waterfront Urban Renewal Plan, which advocated a pedestrian "Walk to the Sea" from Government Center, and "elimination and reduction of through and surface traffic" adjacent to the Harbor.
3. The Back Bay Project, which led to the creation of a 40 foot wide pedestrian mall on Dartmouth Street and a major plaza at Copley Square, created by the closing of Huntington Avenue.

After completion of the Massachusetts Turnpike extension in 1965, community pressures for large-scale restriction of auto access downtown escalated in the crisis of the Inner Belt and the South-West Expressway. Public outcry against this proposed eight-lane highway, running through the region's core - Roxbury, the Fenway, Brookline, Cambridge, Somerville, Charlestown - and through Hyde Park, Jamaica Plain and Roslindale, led to Governor Sargent's 1970 moratorium on highway construction within Route 128 pending the outcome of the comprehensive BTPR study. The result of the BTPR, now a landmark in transportation planning history, was the Governor's 1972 decision to stop expressway construction within 128, to concentrate transportation funds on transit improvements and to freeze the number of parking spaces in downtown Boston.

This policy decision has endured, supported by:

- . The 1973 creation of a Restricted Parking District in Boston Proper, making all new parking a conditional use, subject to Zoning Board of Appeals approval.
- . The 1973-1975 EPA Transportation Control Plan for the Boston Metropolitan Area, creating a parking freeze and on-street parking ban in Boston Proper, as well as other incentives to reduce auto use including a carpool program, exclusive bus-lanes, a bicycle facility study, and an employees auto-use reduction program.

The City and the BRA have supported these policies and have worked with neighborhood groups to discourage through-traffic on local streets and to create auto-free pedestrian zones. Examples of these efforts include:

- . The 1974 BRA - SECOT (South End Committee on Transportation) Statement on Transportation Issues, (Attachment #20) which established a policy of routing through-traffic to peripheral streets. This document has served as the basis for a number of projects, including the Tremont Street/Columbus Avenue redesign (described later), the proposed closing of Clarendon Street at Tremont street to create a pedestrian plaza for the Boston Center for the Arts, and the closings of West Canton and West Brookline Streets to prohibit auto traffic in the vicinity of the new Blackstone School.
- . Ongoing planning efforts between the City, the BRA and the Beacon Hill Civic Association to restrict through-traffic and commuter parking on Beacon Hill, resulting in street direction changes, access and parking restrictions and the proposed Temple Street pedestrian mall (described later).
- . Ongoing planning efforts between the City, the BRA and the North End Businessmen's Association to prohibit tour buses and through-traffic in the North End and to close Salem Street to auto traffic.
- . A residential parking sticker program in central neighborhoods to prohibit commuter parking on residential streets.

On The other hand, the growing desire for auto restriction has been coupled with merchant and resident fears of loss of access, delivery facilities and parking, and transportation planners' and traffic engineers' concerns for preserving equilibrium in the street system and preventing a situation in which displaced traffic creates congestion and worsened environmental problems on nearby streets.

It is clear that any plan for physical auto restriction must be accompanied by provisions to meet these needs in order to obtain full community and public support.

B. Projects Already Built

Throughout the past ten years, a number of Auto Restricted Zones have been implemented within the downtown and its surrounding neighborhoods. In these cases the goal of restricting auto use was successfully integrated within urban design and community objectives.

The following are major projects:

1. Government Center: 60 acre urban renewal project, creating two major plazas, City Hall Plaza and Pemberton Square, with a total ban on auto use, except for emergency vehicles. Major portions completed in 1969.
2. Christian Science Center: 7 acre pedestrian plaza, totally restricted to autos, with underground garage, created by street closures in the Back Bay area. Completed June, 1972.
3. Prudential Center: 25 acre above grade pedestrian plaza with underground garage and private service roadways on periphery. Pedestrian plaza is totally restricted to autos. Completed September, 1964.
4. Quincy Markets/Dock Square Park: 5 acre auto-free zone in the Waterfront Urban Renewal Area, currently under construction in connection with the rehabilitation of the market buildings. Peripheral road improvements and expressway ramp closings have already been implemented. Cars will be totally prohibited in the market area, which will become a partially covered outdoor market, with outdoor restaurants, merchants' booths, flower stalls, etc.

5. Salem Street North End: This closure of Salem Street to traffic has taken place since 1973. Restriction is effected by use of sawhorses blocking the street.
6. Dartmouth Street Mall: Dartmouth Street was narrowed and the westerly sidewalk increased to 40 feet in 1968. This project was intended both to eliminate excess vehicular capacity on Dartmouth Street, and to provide a legible pedestrian path between Copley Square and the Esplanade along the Charles River.
7. Copley Plaza: Created by the closure of Huntington Avenue between St. James Street and Boylston Street, this one acre plaza has become a major open space area in the Back Bay. Autos are totally restricted. Completed in 1971.
8. South End Exclusive Bus Lanes: The first exclusive bus lane on Boston city streets was provided on West Dedham Street in the South End in the summer of 1975. One lane on the street is reserved exclusively for buses moving against the flow of traffic.
9. Winthrop Square: After the truck loading demands were removed from Winthrop Square, a substantial amount of street area was released for construction of a downtown mini-park in the summer of 1975.

C. Plans Under Active Consideration

As communities have become more actively involved in the planning process, citizen desires have provided a new impetus for auto restriction within neighborhoods. In addition, public policy has increased the efforts of urban designers and private developers to include auto-free zones and pedestrian amenities in downtown projects.

Several plans for Auto Restricted Zones currently under consideration include:

1. Washington Street Mall: A reduction in vehicular capacity of Washington Street from three travel lanes to one travel lane with service pull-off area, between Essex Street and Court Street in the CBD, connecting with the Washington Street Mall in Government Center. An origin-destination study of Washington Street drivers was completed in September of 1973. The mall will be created in two stages; a design contract has been issued by the BRA for Phase I. In Phase I, sidewalk widening will occur on the west side of Washington Street between Summer and Milk Streets, providing for one loading lane on the westerly side and two moving lanes for traffic.

Proposed implementation: Phase I, 1976
Phase II, 1980

The realization of Phase II is contingent on the experience with Phase I and the implementation of adjacent land development.

2. Downtown Plazas and Sidewalk Widenings: As part of the City's Capital Improvements Program, wider sidewalks are planned on Broad, Franklin and Summer Streets. New landscaped plazas will be provided at five intersections where space is now poorly utilized: McKinley, Liberty, Phillips and Post Office Squares and the Old State House site.

Proposed implementation: 1976-1978

3. Lafayette Place: This major development project is located between Washington Street on the west, Lincoln Street on the east, Summer Street on the north and Essex Street on the south. The development plans call for the closure of Avon Street, Exeter Place, Harrison Avenue Extension and Bedford Street between Chauncy and Washington to allow for continuous pedestrian circulation within the project area. In addition, the MBTA stations serving the site will be modernized to create a sub-surface fare-free concourse and pedestrian connections between the Essex, Washington and Park Street stations. Proposed implementation: 1980, (See Attachment #22).
4. Tremont District: A special zoning district has been proposed for the area bounded by School Street, Tremont Street, Boylston Street and Washington Street, the major objective of which is to strengthen the CBD as the center of the Boston metropolitan area. Included in this proposal are:
 - . Delivery restriction on Tremont, Bromfield, School, Boylston and Avery Streets, and peak hour delivery restrictions on Province, Winter and West Streets.
 - . Prohibition of all off-street public parking facilities.
 - . Closings of the following streets except for deliveries and emergency access: Province Street, Hamilton Place, Winter Street, Temple Place, West Street and Mason Street.

Additional materials on the Tremont District are provided under Section 5 (Attachment #21).

Proposed implementation: uncertain.

5. Park Plaza: This development project proposes closure of Province Street and Columbus Avenue within the project area to create an auto-free pedestrian plaza. Proposed implementation: 1976-1990 (See Attachment #23).
6. Boylston Street Narrowing: A 40 foot narrowing of Boylston Street between Arlington and Charles Streets is proposed to restore pedestrian open space lands to the Public Garden.

Implementation date: uncertain.

7. Temple Street Mall, Beacon Hill: A narrowing of Temple Street to one travel lane with service pull-offs and no parking has been proposed for implementation by 1977. A parking ban (tow zone) was put into effect on Temple Street in September, 1975. The purpose of this project is to restrict auto traffic on a residential/university street and to provide a clear pedestrian link between Government Center, North Station and the State House.
8. Tremont Street/Columbus Avenue Redesign, South End: As part of the South End Urban Renewal Plan, Tremont street and Columbus Avenue are currently being redesigned. Columbus Avenue will be narrowed from 60 feet to a 44 foot roadway, with two moving lanes and two parking lanes. Tremont Street will be narrowed from 70 feet to a 44 foot roadway plus two 8 foot parking lanes to be defined by neckdowns. The excess area created will be used for wider sidewalks and plantings to improve the pedestrian environment.

Proposed date for implementation: 1976-1977.

9. Clarendon Street Closing, South End: A closing of Clarendon Street at Tremont Street, and Montgomery Street from Union Park Street to Clarendon Street is proposed to provide a pedestrian plaza and access to the Boston Center for the Arts. This closure was originally proposed in the South End Urban Renewal Plan. A trial closing will be initiated in the fall of 1975.

Proposed date for implementation: 1976-1977.

10. North Square, North End: The North End community, Boston 200 and the City of Boston Public Facilities Department have been working to develop a plan for closing the streets leading to North Square to traffic. North Square, the site of Paul Revere's house, has recently been developed as a small park. The plan would involve closing five streets as they enter the square.

Date of implementation: uncertain.

D. ARZ Projects Not Implemented

It can fairly be said that no major planning projects for Auto Restricted Zones in Boston have been abandoned. Many of the projects presented here are ideas for adequate access and due to other priorities and concerns for adequate access and circulation, have not yet been implemented. For example, the proposed Auto Restricted Zone presented here was originated by the BRA in January 1973, and traffic reassignments initially developed. As times and attitudes change, however, the possibilities for creating Auto Restricted Zones become more frequent and the concepts more generally acceptable to the public and governmental agencies alike. Today, with the support of the EPA and the state in reducing automobile use within the entire region, we can hope for more acceptance of the application of ARZ concepts in specific areas, unrelated to major developments, than we could in the past.

■ PROJECTS ALREADY COMPLETED

▲ PROPOSED PROJECTS

III. Indicators of Local Planning, Decision Making and Implementation Process

A. Current Planning Process and Decision Making Structure

With the City of Boston, the Transportation Planning Department of the Boston Redevelopment Authority is the primary group responsible for transportation planning and environmental procedures related to transportation. This group works closely with the Mayor's Transportation Advisor's staff and the Traffic and Parking Department on city transportation issues. The BRA's District Planning Program staff is responsible for overall environmental planning on a neighborhood basis, working with BRA's Urban Design staff, the Boston Conservation Commission and the BRA's Environmental Review Group. In addition, the Urban Renewal Project Directors have planning responsibility within their project areas.

Street transportation plans must be approved by the city's Public Improvements Commission prior to implementation. This group is composed of the Commissioners of the Public Works Department, the Real Property Board and the Traffic and Parking Department. For additional city agency responsibilities, please refer to Transportation Facts for the Boston Region 1968-69, included in this submission.

On regional transportation issues involving the city, the BRA cooperates with the Central Transportation Planning Staff, jointly sponsored by the MBTA and its Advisory Board, The Massachusetts DPW the Executive Office of Transportation and Construction and the Metropolitan Area Planning Council. City transportation projects involving purely state funding must be approved by the State Executive Office of Transportation - those involving Federal funds must be approved by Metropolitan Planning Organization, composed of the heads of the above-mentioned agencies, along with the appropriate Federal agencies. Mayor White, as head of the MBTA Advisory Board, holds a seat on the MPO.

The Joint Regional Transportation Committee (JRTC) is the advisory group and forum which monitors the 3C ("comprehensive, cooperative and continuing") transportation planning process required by the Federal Department of Transportation and fostered by the MPO; JRTC has about 40 members drawn from agencies, municipalities and citizen groups.

The responsibility for planning and implementing an ARZ in downtown Boston would rest with the BRA and the Traffic & Parking Department. BRA is currently developing an RFP and seeking funds for a comprehensive downtown circulation study which would provide data for measuring the effects of an ARZ on the vehicular and transit systems. In addition, CTPS is currently updating the 1963 origin-destination data for the Boston region.

Since the ARZ concept is so consistent with transportation and environmental policy, it is expected that the involved city, regional and Federal agencies will fully support this demonstration project.

B. Implementation of Public Environmental Planning Projects

With the multiplicity of government agencies and citizen groups involved in any major planning project today, it is unfortunately difficult to document the history of plan implementation on a case-by-case basis. For the history of the Governor's 1972 decision to stop highway construction, we refer you to Alan Lupo's excellent documentary, Rites of Way. Included here are brief descriptions of agency and citizen involvement in two specific projects.

Waterfront Park

The Waterfront Urban Renewal Plan was approved by City Council and Mayor Collins in June, 1967. Part of this plan was a "Walk to the Sea", ending in a 2 acre Waterfront Park, and a new Atlantic Avenue, a 6 lane divided roadway. In 1969, a Waterfront Residents' Association was formed to monitor the development plans, but technicalities and North End opposition prevented its being recognized by the BRA as the official Project Area Citizen's Advisory Committee. In 1971, residents formed the Boston Harbor Ad Hoc Committee to fight a bill which would allow BRA to fill tidelands in the Waterfront area without state approval, and submitted to the BRA an alternate plan which would depress the Central Artery, close Atlantic Avenue and provide an 8 acre park. In the tidelands battle, the citizens won a victory in a new bill which limited BRA's powers in tidal areas with height and setback limits and stated that any developers seeking a license for filling had to guarantee public access to the shore. In the spring of 1972, the citizens went to court to stop warehouse demolition on Parcel C-2, the proposed site of elderly housing; the court called for a review of parts of the Waterfront plan by a citizen's committee. This 24 member committee included representatives of the North End, Waterfront and other civic associations. In July, 1973, the restudy recommended that a narrowed Atlantic Avenue be depressed under the 8 acre park, with a pedestrian walkway to the shore and the wharves.

By the end of 1973, the BRA arrived at a compromise plan, relocating and narrowing Atlantic Avenue to 44 feet plus parking lanes providing a 4.3 acre park.

Currently the park is under construction and Atlantic Avenue is temporarily relocated as a 2 lane road.

Dock Square/Faneuil Hall Markets Area

A significant auto-free zone is now nearing completion in the Dock Square/Markets area where North and South Market Streets and portions of Merchants Row and Dock Square are being discontinued to become a pedestrian and open space precinct in connection with Market restoration.

The plans evolved from the BRA Waterfront Urban Renewal Plan of 1964 which planned to create more pedestrian areas but retained a narrowed South Market Street and part of Merchants Row, and closed North Street between Union Street and Congress Street. On the development side, the historic value of the Market Buildings was recognized and plans for rehabilitation were made. Due to problems with funding and the selection of a developer, the overall concept was not launched immediately and actual structural rehab was not started until 1972. This work was undertaken directly by BRA with HUD funds and is nearing completion. A developer will take over the buildings in the coming months to begin interior renovations for occupancy.

Final plans for the Markets absorbed both Market Streets and the northern portion of Merchants Row into an auto-free zone. North Street has been kept open but reduced in scale. A significant portion of the pedestrian area is being achieved through the Dock Square/North Street Urban Systems Project which has consolidated street functions and converted excess roadway and parking area around Faneuil Hall into a landscaped pedestrian plaza which is now being completed. This project is a good example of federal and state highway funds being used for pedestrian and environmental benefit as well as for direct roadway purposes.

Combined actions in the Market area define an auto-free area of over five acres which was previously crisscrossed by moving and parked cars. The urban design and environmental improvements will not only serve the immediate project area, but also as a portion of the proposed "walk-to-the-sea" from Beacon Hill to the harbor.

C. Private Development Projects and Proposals

Within the proposed ARZ, the following new developments are underway or planned:

1. Lafayette Place, as described above and in the accompanying brochure (Attachment #22).
2. Union Warren Savings Bank, at the intersection of Chauncy-Arch and Summer Streets, northwest corner; 2½ story building,
Estimated completion: fall of 1976

D. Community Information and Participation

Recent changes in policy at both the Federal and local level have led to new and more meaningful forms of community participation in development decisions as evidenced by the following examples:

1. Tremont Street/Columbus Avenue, South End

The basis for the design of these streets was the 1972 "Statement on South End Transportation Issues", mentioned above, the result of one year of meetings between the BRA, the SECOT, the Mayor's Office, the Traffic and Parking Department and the South End Project Area Committee. This document set forth the basic roadway dimensions. Late in 1974, C. E. Maguire and its sub-consultants in association with SECOT through a series of almost bi-weekly working meetings extending from October, 1974 to June, 1975. Designs were modified at SECOT's request and decisions brought to SECOT for approval in these workshops. In addition a series of evening meetings were held with the 22 identified neighborhood and political groups in the South End directly affected by the street reconstruction. Two large public informational meetings were held in February and April of 1975, to present overall issues related to the two streets. From October to June seventy meetings were held with the community groups and SECOT on the reconstruction issues. In addition, a community liaison person was rehired by CBT, with the approval of SECOT, to interview merchants and residents on the two streets door-to-door, and to act as a general information source for South End residents.

2. Central Artery Depression

The feasibility study for depression of the Central Artery, conducted by BRA under contract to the Massachusetts Department of Public Works, was initiated in February, 1974 and completed in May, 1975. Ten percent of the study budget was allocated for Community Liaison and Technical Assistance. The principal participatory mechanism in this study was a Working Committee, established under the auspices of the JRTC and composed of representatives of over thirty community groups and public agencies. In addition to Working Committee meetings, four public informational meetings and frequent workshops and briefings for smaller groups and individuals were held during the course of the study. Technical assistance was further provided to aid study participants in formulating and refining their own proposals for inclusion in the study. Two such proposals were developed. As the Central Artery Study proceeds into EIS, similar participatory processes will continue.

3. Park Plaza

The turbulent history of the Park Plaza Project begins in 1970 when the project was announced. The project was rejected by the State in 1972 and 1973, and in 1974 approval was granted conditional on completion of an Environmental Impact Report. The Civic Advisory Council, the vehicle for citizen participation in the planning was formed in 1973. Composed of thirteen civic and economic organizations, the CAC has played a major role in trying to develop an acceptable design for the project. This group, funded by BRA and the Massachusetts Department of Community Affairs, has hired Justin Gray Associates to help prepare the EIR and to develop the "consensus alternative" which will hopefully be the final project design. If the project moves ahead, following submission of the EIR to the state, the CAC will continue to monitor its progress and future environmental submissions.

APPENDIX

The following materials are submitted in the accompanying folders in response to the request for information on city structure and activity patterns. The numbers here correspond to the numbered attachments.

I. Indicators of City Structure

1. Map, "Major Thoroughfare System", City of Boston, June, 1972. The potential ARZ location is indicated.
2. Map, "EPA Parking Freeze Boundaries and BRA Planning Districts", BRA, July, 1975. This map indicates the overall EPA parking freeze area, and Boston Proper, the area included in the City's Restricted Parking District.
3. Map, "Metropolitan Region Transportation: Subway, Bus, Rail", MBTA, Second Edition, 1975, illustrating rapid transit, commuter rail and bus routes within the region. The potential ARZ is indicated in yellow.
4. Maps, "Principal Functional Land Use Areas", "Floor Space by District", "Floor Space Density by District", "Number of Employees by District", and "Ground Floor Land Area Devoted to Automobiles", Wilbur Smith & Associates, 1972. These materials are derived from the 1972 WSA study, "An Access Oriented Parking Strategy for the Boston Metropolitan Area".
5. Map, "Population, 1970 Census", BRA, 1970, showing city-wide population density.
6. "1975 Generalized Land Use Plan for City of Boston," 1965.
7. Transportation Facts for the Boston Region, BRA, 1968-1969 Edition, including a map showing the location and type of traffic signal devices in Boston Proper.
8. Boston Traffic and Parking Department Map showing traffic signals downtown, updated to 1975.
9. Map, "1963 Peak Hour Directional Volume - Capacity Ratios, Central Boston", Figure 1, Boston Regional Planning Project, WSA, 1965. This information is currently being updated by Alan M. Voorhees Associates and the Central Transportation Planning Staff.
10. Base Map, Central Business District, BRA, 1973, 1"=200', indicating the potential ARZ area. Maps at a larger scale are also available if desired.

11. Aerial photo, Boston Proper, BRA, 1971. Potential ARZ area is indicated in orange.
12. Map showing the following environmental features within the Central Business District:

Water Bodies:

- Fort Point Channel
- Frog Pond, Boston Common
- Pond, Public Garden

Parks:

- Boston Common
- Public Garden
- Filene's Shoppers Park
- Boston Five Mini-Park
- Post Office Square
- Winthrop Square
- City Hall Plaza
- Dock Square Park
- Granary Burial Ground
- Kings Chapel Burial Ground
- South Cove Plaza

Historic Streets and Buildings:

- Old State House
- Old Corner Bookstore
- Park Street Church
- Tremont Temple
- Old South Meeting House
- Old City Hall
- Kings Chapel
- Parker House
- Record American Building
- Custom House
- Quincy Markets
- Faneuil Hall
- Winthrop Building

Special Shopping:

- "The 100% corner", at Summer-Winter and Washington Streets, site of Filene's, Jordan Marsh and Gilchrist's, downtown's largest department stores.
- R. H. Stearns
- The area is predominately in retail use, as shown in the accompanying attachments on the Tremont Special District.

Recreational and Cultural Areas:

- Orpheum Theatre, home of Boston Opera
- Paramount Theatre
- Colonial Theatre
- Wilbur Theatre
- Shubert Theatre
- Charles Playhouse
- Sack Theatres
- Lowe's Theatre
- Mayflower Theatre
- Music Hall Theatre
- Astor Cinema
- Wax Museum
- Sack Pi Alley Cinema

II. Indicators of Functional and Activity Patterns

13. Traffic flow maps, Downtown Boston, A.M. Peak, P.M. Peak and 11 Hour, BRA, December, 1972. See also #6, Transportation Facts for the Boston Region, including "Average 1963 Daily Vehicle Flow for Boston Proper and Vicinity," Page 93.
14. Tables showing travel demands to the central area: "Persons Trips to the Boston Study Area", "Distribution of Employees and Visitors by Corridor & Ring", "Origin and Modal Choice for Employees by Corridor & Ring", and "Origin and Modal Choice for Non Employee Trips by Corridor & Ring", from Wilbur Smith & Associates "An Access Oriented Parking Strategy for the Boston Metropolitan Region", 1972.
15. "Cordon Count, Downtown Boston, 1974", Boston Traffic Department, showing 1974 crossings of the Boston Proper Cordon line by mode.
16. "Inventory of Off-Street Parking Facilities within Boston Proper", BRA, 1973; booklet and map showing on-street totals, and location of all off-street surface and garage parking within Boston Proper. Parking policy is covered in Section 4. Major new developments include the 1500 space Lafayette Place Garage, planned for 1980, described in the enclosed Lafayette Place brochure (Attachment #22).
17. Samples of CBD land values and space rents excerpted from Tremont Special District Study, 1975.

18. "Local Climatological Data, Annual Summary with Comparative Data, 1974, Boston, Massachusetts", U. S. Department of Commerce, National Oceanic and Atmospheric Service.
19. The following information is submitted on special activity patterns and land uses related to ARZ potential. In addition, please refer to the materials submitted under Section III on the Tremont Special District (Attachment #21).

Tourists:

Boston attracted 1,600,000 pleasure and business visitors in 1970 and 3,200,000 were projected for each Bicentennial Year. Peak tourist months in 1970 were August for pleasure trips and October for business trips. The Freedom Trail, the focus of tourist activity downtown, attracted 280,500 visitors in 1972.

Resident Population:

While the potential ARZ itself is not in a residential neighborhood, Boston's downtown is unique in being surrounded by residential communities. The Wilbur Smith parking study showed a resident population of 29,700 for its downtown study area, with 2,400 residing in District 5, which includes the potential ARZ. The closest residential development is Tremont-on-the-Common, a luxury apartment building 374 units, located on the fringe of the ARZ, and shown on the "Environmental Features" base map.

Special Shopping Patterns:

Downtown stores are usually open from 9:30-6:00 from Monday to Saturday with 9:30-8:30 hours on Mondays and Wednesdays. The highest pedestrian counts in the area occur from 11:30-2:00, indicating a large number of lunchtime shopping trips on weekdays.

Regular Working Population:

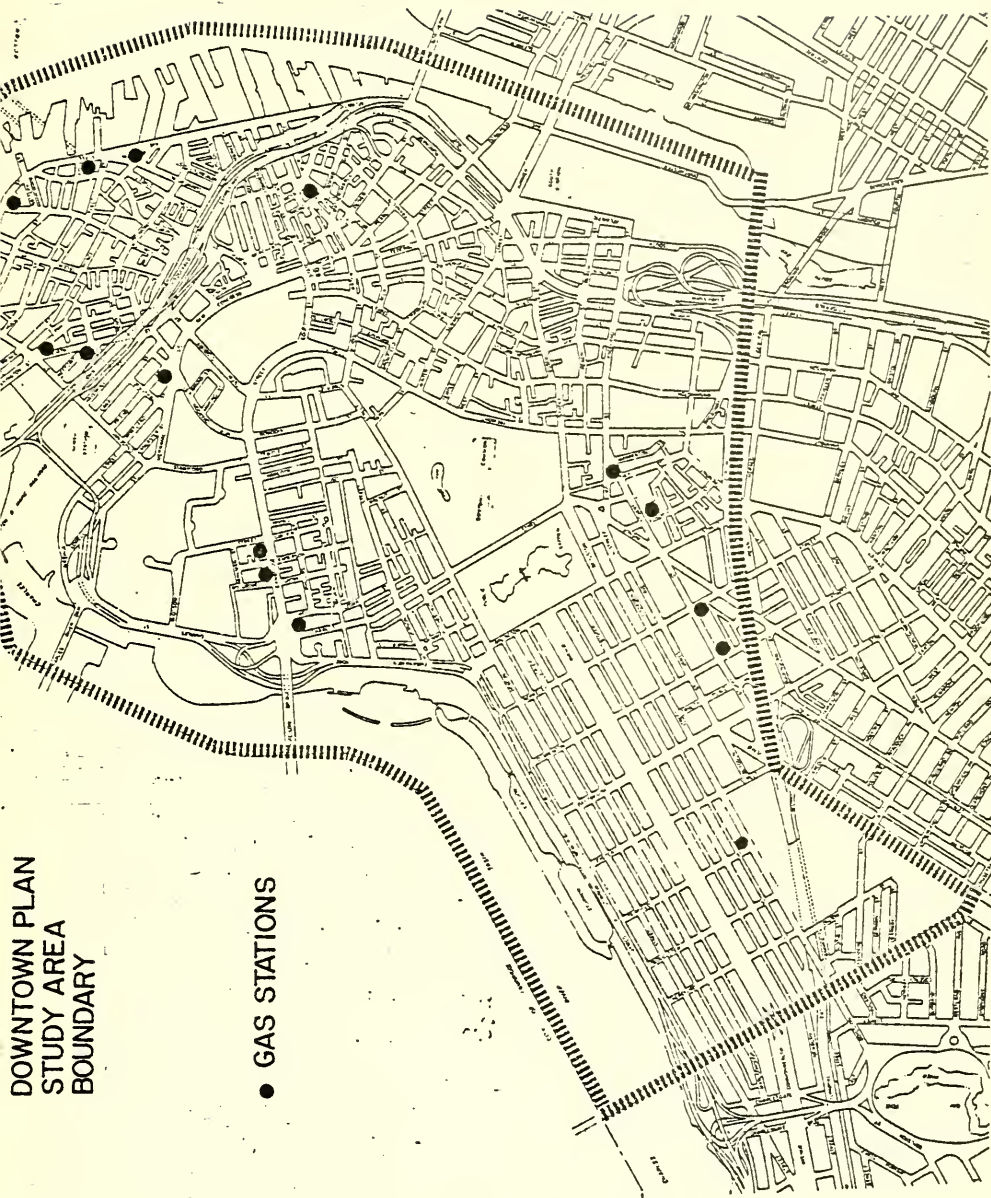
The 1972 Wilbur Smith Study showed 242,000 employees for the total downtown study area, with 46,000 working in District 5, which includes the potential ARZ.

Nighttime Activities:

The proposed ARZ area is not a major night-time activity center, since its predominant focus is retail use. However, in the vicinity are theatres, movies and restaurants which generate nighttime use. These facilities are indicated on the Environmental Features base map.

DOWNTOWN PLAN
STUDY AREA
BOUNDARY

● GAS STATIONS



Special Event/Festivities:

Attached is the Boston 200 Discovery Map, (Attachment #19) illustrating special events and walking trails in the downtown area. Informal "events" in the area include Sidewalk Sam and his chalk drawings, flower vendors, news vendors, protesters, picketers, sample distributors, and people seeking followers for a variety of causes.

Auto-Intensive Uses:

The proposed ARZ area is virtually free of parking facilities, including only one small 20-space parking lot. There are no gas stations, car washes, or drive-in facilities in the area, (gas stations in the downtown in general are indicated on the enclosed map). The area could however, be considered truck or delivery intensive, due to the lack of off-street loading facilities. Truck loading is illustrated on the maps submitted with the Tremont Special District material, (Attachment #21).

III. Overall Area Indicators:

20. 1974 BRA-South End Committee on Transportation "Statement on Transportation Issues", describing transportation policy in the South End.
21. Excerpts from a 1975 BRA study on establishing a special zoning district along Tremont Street. These materials include land-use maps, pedestrian counts, design data and proposals for street closings in the Tremont district, which closely overlaps the proposed ARZ area.
22. A 1975 brochure describing the Lafayette Place development project.
23. A 1975 brochure describing the current status of Park Plaza planning.

